

The Wheeling Intelligencer.

VOLUME XLVI—NUMBER 214.

WHEELING, W. VA., FRIDAY, APRIL 29, 1898.

PRICE TWO CENTS.

ABSORBING TOPIC

Was the Reported Bombardment of the Port of Matanzas.

THE NAVY DEPARTMENT KNOWS NOTHING,

And if Such an Important Engagement as is Reported to Have Taken Place Occurred Secretary Long Believes he would have had Some Slight Intimation of it—Three new Battleships Provided for—Eight Large Steamers Chartered to Convey Troops for the Invasion of Cuba.

WASHINGTON, D. C., April 28.—THE SHELLING OF THE MATANZAS BATTERIES WAS THE TOPIC OF ABSORBING INTEREST THROUGHOUT NAVAL AND OFFICIAL CIRCLES GENERALLY TO-DAY. IT WAS DISCUSSED ON THE BASIS OF THE PRESS REPORTS FROM KEY WEST, AS THE NAVY DEPARTMENT RECEIVED NO INFORMATION WHATSOEVER ON THE SUBJECT. SECRETARY LONG SAID AT 4 O'CLOCK THIS AFTERNOON AS HE CLOSED UP HIS OFFICE WORK OF THE DAY, THAT NO REPORT HAD BEEN RECEIVED FROM ADMIRAL SAMPSON NOR WAS THE NAVY DEPARTMENT ADVISED IN ANY WAY OF THE SHELLING OF MATANZAS.

MR. LONG ADDED THAT HE FELT NO DISPOSITION TO KEEP FROM THE PUBLIC ANY NEWS CONCERNING SUCH AN IMPORTANT EVENT AS A NAVAL ENGAGEMENT OR A BATTLE, WHILE IT WAS ESSENTIAL THAT FUTURE STRATEGIC MOVES SHOULD BE GUARDED WITH THE GREATEST CARE, YET MR. LONG MADE IT CLEAR THAT THIS DID NOT APPLY TO EVENTS AFTER THEY HAD ACTUALLY OCCURRED, FOR AS TO BATTLES AND THEIR ATTENDANT CASUALTIES HE RECOGNIZED THAT THE PUBLIC WAS ENTITLED TO KNOW WHAT HAD OCCURRED.

THE SECRETARY SAID THAT IN THE ABSENCE OF ALL OFFICIAL INFORMATION HE WAS INCLINED TO BELIEVE THAT THE SHELLING WAS CONFINED TO THE EXCHANGE OF A FEW SHOTS AND DID NOT ASSUME THE PROPORTIONS OF A REGULAR BOMBARDMENT. WHEN HIS ATTENTION WAS DIRECTED TO REPORTS THAT THE SHELLING WAS THE RESULT OF DIRECT ORDERS FROM THE PRESIDENT, THE SECRETARY SAID THIS WAS NOT SO AS THE PRESIDENT WAS GIVING NO DIRECT ORDERS ON ANY OF THESE MOVEMENTS.

War Fund Exhausted.
The navy department has completely ceased its purchase of ships for conversion into war vessels owing to the exhaustion of the \$50,000,000 war fund. It is confidently expected that Congress will come to the relief as the department is still in need of auxiliary vessels.

The news of the safe arrival at Liverpool, of the big American sailing ship Shenandoah was gladly received at the department. Consul Boyle, at Liverpool, forwarded the information.

The Port Royal dock, according to welcome official information would be accessible to warships, even the biggest of the fleet, should they meet with accident during the campaign. The report from the constructor in charge shows that the entrance to the dock is now dredged and clear. The work of dredging the basin is still in progress and while this is not absolutely necessary it is extremely desirable in order to insure the safety of the ships in docking and the department is endeavoring to hasten the contractors in their work. They estimate that about fifteen days more will suffice to complete it.

Three New Battleships.
The board of bureau chiefs met to-day to begin the consideration of the plans for the three new battleships authorized by the naval appropriation bill, and progressed so far that particulars will be sent out to-morrow inviting bids from the ship builders. The vessels will, be in the main similar to the battleship Illinois now building at Newport News. They will be about 12,500 displacement, 15 feet beam, 23½ feet depth, 16 knots speed, will be covered with heavy armor and armed with 13 and 6-inch guns in addition to numerous secondary batteries.

It can be stated authoritatively that there is no present prospect of a change in the head of the navigation bureau. The present efficient chief, Captain Cunningham, thought anxious to take his place in the fighting line, has yielded his personal ambitions to the urgent demands of Secretary Long and the President, and will remain at his post. He is in good health notwithstanding the severe strain to which he has been subjected.

Preparing for Invasion.
A rather striking situation of the imminence of the invasion of Cuba was contained in the chartering to-day by the war department of eight large steamers of an average capacity of about 2,000 tons and able to carry from 500 to 1,200 passengers each. These are to be used as transports for the conveyance of the first military expedition to Cuba. The names of the boats are the Olive, and the Florida, of the Plant line; now in the Gulf; the Southern Pacific Company's steamer Arkansas, the New York and Texas Company's vessel Comal, now at New York, and the Malama, now en route to the Gulf; and three fine ships of the Boston merchant and miners line in Baltimore, the Allegheny, the Berkshire and the Decatur Miller.

The price paid for these vessels is from \$100,000 to \$150,000 for the thirty days for which they are engaged. They will be taken charge of by the quartermaster's department at the earliest possible moment.

General Shafter in command of the United States troops now concentrated at New Orleans, has been in consultation with the officials to-day as to

the execution of plans of the campaign, but the orders given to him cannot be made public.

The President and cabinet will consider to-morrow the large number of appointments that have been made for appointment to the posts of major general and brigadier general, and there is some expectation that he will be able to nominate a few of these officers to-morrow.

General Lee's Visit.

General Fitzhugh Lee arrived here late to-day, after a ten days visit to his family in Virginia. With him came Miss Cisneros, the young Cuban girl, rescued from Cabanas, who has been the guest of Miss Lee. The general shared the keen public interest in the report of the shelling of Matanzas. He had visited this city frequently, and was familiar with the lay of the land and the defenses. He said the batteries were antiquated and were not likely to offer any formidable resistance. General Lee will call at the state department to-morrow morning. Being still an official he asked to be excused from discussing the war situation, and was very reticent concerning his prospective appointment as major general. General Lee says he has not yet received a challenge to fight a duel sent by Lieutenant De Carranza, late naval attaché at Washington. It is understood that three or four people have offered to accommodate Lieutenant Carranza if he desires a meeting.

The French embassy has received a cable dispatch from the foreign office at Paris, announcing that a decree of neutrality between the United States and Spain has been issued and that a detailed copy will be forwarded by mail. On the receipt of the dispatch the French ambassador, M. Cambon, wrote to the state department informing them of France's neutrality. The cable notice is brief, stating only that the decree follows the treaty of Paris in 1855. The state department has also been informed that Mexico, Argentine Republic, Korea, Belgium have proclaimed neutrality. Korea's neutrality is considered important, owing to her proximity to the Philippines.

The state department has heard nothing from Germany, but this causes no apprehension, owing to the strong assurance Germany has given that she will observe strict neutrality between the two belligerents. This assurance was conveyed to Ambassador White, and is looked upon as practically equivalent to a formal declaration of neutrality. Germany, Austria and Portugal are the last of the important European nations to declare their attitude.

Portugal Will be Neutral.

The apprehension as to Portugal's course was considerably removed to-day, by the call of Viscount De Santos, who gave strong assurances to the state department that Portugal would remain strictly neutral. The Portuguese minister expects the official declaration almost hourly. Although Portugal explains her delay on the ground that the declaration of war was not made until the 24th inst., yet Great Britain declared neutrality with unusual promptness. The effect of Great Britain's speedy action was to force the United States fleet to leave Hong Kong while the effect of Portugal's delay has been to permit the Spanish fleet to remain at the Cape Verde Islands. Thus speedy action in the first case was harmful to American interests, while delayed action in the second case was equally harmful to American interests.

Attention is now being centered on the course of Austria. Her delay in declaring neutrality causes no material inconvenience, as Austria has no ports at which Spanish ships can take refuge, but it discloses that Austria's strong tendencies are with Spain, owing to the dynastic relations between the thrones of Austria and Spain.

The Tonnage Tax.

Foreign governments through their representatives at Washington, are beginning to show much concern over that feature of the war tariff bill now before Congress, which increases the tonnage tax on trans-Atlantic shipping to 20c per ton. It is said this increase is about 800 per cent the present rate being about three cents per ton and that nearly the entire burden of the 800 per cent increase falls on the trans-Atlantic shipping of Great Britain, Germany, France and one or two other commercial nations. A leading diplomatic official stated to-day that, roughly speaking, the Atlantic trade was carried on by about one hundred American steamships, and about 4,000 British, French, German and other foreign steamships, so that the heavy tonnage tax, would be practically insignificant, as against American steamships, while it would be very onerous against foreign shipping. A trans-Atlantic liner of 10,000 tons, he said, would pay at 20c per ton, \$2,000 every time it entered an American port. Thus far, however, no official action has been taken on the subject by foreign nations, and it does not seem likely that such official action is possible as the heavy tonnage tax is considered a war expedient which foreign shipping must bear so long as they use American ports. There are intimations, however, that it may have the effect of diverting shipping away from American ports to Halifax, Montreal and other Canadian ports.

In other respects the war tariff bill attracts little attention in foreign quarters as the main course of taxation is on articles of domestic consumption, while duties on foreign imports remain practically unchanged.

A WARNING

As to Spanish ships who are billed to do Dastardly Work.

ATLANTA, Ga., April 28.—Dr. Long, who is a prominent physician of Good Hope, in Walton county, and is known to the governor, writes as follows: Governor W. Y. Atkinson, Atlanta.

DEAR SIR:—I write to inform you that two Spanish ships passed through

this vicinity yesterday, going south. Their intentions are to blow up the bridges and trains loaded with United States soldiers when en route to Key West and other places south.

I hope you will not let this go unnoticed as they blew up our battleship. Please inform the department. It has also been ascertained that they intend to employ negroes to work in front.

With success to the cause and freedom of Cuba, I remain, (Signed,) JAMES L. LONG, M. D.

WILL AWAIT DEWEY.

The Spaniards Said to be Concealed in Subig Bay Laying for the American Pacific Squadron.

NEW YORK, April 28.—A dispatch from London says news comes from Madrid that the Spanish fleet under Admiral Montjo, which left Manila on Monday, has put into Subig Bay, where it will await the coming of Admiral Dewey.

The American fleet must pass the bay on its way to Manila. The first naval battle will probably be fought at this point. Subig Bay is north of Manila and offers natural advantages for the concealment of the hostile fleet.

Unless Admiral Dewey shall receive some information of Montjo's movement, the Americans are threatened with a sudden attack. Montjo is reckless and the report that he has fled from Dewey's fleet is probably a ruse to conceal his real purpose.

The navy department does not expect news from Admiral Dewey and the Pacific squadron before Saturday.

MADRID, April 28.—An official dispatch from Manila received to-day says the Spanish squadron, which has taken up a position several miles from Manila, is still awaiting the arrival of the United States squadron under the command of Rear Admiral Dewey.

The governor's proclamation appealing to the patriotism, honor and self-interest of the Spaniards, and otherwise inciting them to animosity against the Americans is said to have had a great effect upon the people who are alleged to be volunteering in large numbers.

FIRST BLOODSHED

In the War—The Monitor Terror Lands a Rich Prize After a Hard Chase—Eight Spaniards on the Captured Guido Wounded.

KEY WEST, Fla., April 28.—(7:40 a. m.)—The United States monitor Terror, Captain H. Ludley, captured the big Spanish steamer Guido, bound from Corunna, Spain, for Havana, early yesterday. The prize had on board a large cargo of provisions and money intended for the Spanish troops in Cuba. The capture took place ten miles off Cardenas, after a desperate chase, during which the Terror and the gunboat Machias fired, almost blowing the Spaniard's pilot house into the water.

The Spanish steamer Guido, Captain Aegle, is a vessel of 2,055 tons net, owned by the navigation company of Bilbao. She was built at Belfast in 1883, is 360 feet long, has forty-one foot beam and is twenty-six feet deep. The Guido left Liverpool on April 2, and Corunna on April 9, for Havana.

The Terror was alone when the Guido was sighted, and she immediately gave chase. After a blank shot had been fired to order the steamer to heave to, the Spaniard put out all her lights and fired up in an attempt to escape. The Terror, plunging after her, brought her six-pounder to bear upon the steamer and fired shot after shot at the latter, nearly all of which took effect on the Guido's pilot house. One man in the pilot house was injured, but how seriously has not been learned.

The Machias, which was some distance away, heard the sound of the firing, came up and brought her four-inch rifle into play, firing one shot which failed to hit the Spaniard. This, however, brought her to, and Lieut. Quailrough and a prize crew were put on board of her, and brought the prize in here this morning. The money captured is in an iron safe. The amount is not known. The Guido is one of the richest prizes captured.

It is estimated that the Guido, with her cargo, is worth \$400,000.

The First Bloodshed.

NEW YORK, April 28.—A special dispatch to the Evening World, from Key West, recounting the pursuit and capture of the Spanish steamer Guido by the monitor Terror, says that two solid shot struck the Guido. The first, a six pound missile, carried away the pilot house, the second a boat, and the third the compass. The Machias fired her four-inch rifle. His ship's steering gear disabled, Captain Aegle, according to the World's correspondent, hurried his men aft to the wheel. But in the momentary delay the Terror had gained upon him, while ahead, ready to intercept him should he continue his flight, was the gunboat Machias. Then only did the Spaniard give up. But even at the last he would not lower the red and yellow which floated at the stern. He simply ordered his engines stopped and lay to, until the Terror sent a prize crew on board.

The Guido was taken to Key West by Lieutenant Edward F. Quailrough and Ensign Willard.

Eight Spaniards were wounded by splinters made by the impact of the Terror's shots. This is the first bloodshed on board ship. So soon as the men from the Terror were on board the Guido the stars and stripes were raised above the Spanish flag, and, with Lieutenant Quailrough in command, the prize was brought into port.

The Guido is the richest prize so far. She is roughly valued at \$400,000, aside from the specie she has on board. The amount of this is not known, as it is in a big iron safe, which has been sealed and will not be opened until the prize court has formally condemned the vessel.

MUST BE A FAKE

No Information Received at Navy Department about the Grounding of U.S. Warship.

WASHINGTON, D. C., April 28.—No information of the grounding of one of our warships was received either by the President or the secretary of the navy to-night, and so far as could be learned no such dispatch had reached the navy department.

An examination of the best Cuban map of the war department fails to show any point on the coast called Diamas, the nearest approach to it being Point Diamante, on the northern coast of Pinar del Rio province, a short distance west of Havana and in the blockaded zone. No advices from Cap-

THE SCENE SHIFTS.

Spanish Ships Now Reconnoitering in the Mediterranean.

AMERICAN VESSELS ARE IN DANGER.

GIBRALTAR, April 28.—The Spanish torpedo boat destroyer Destructor and the torpedo boats Habana and Barcelona continue reconnoitering in the straits of Gibraltar and the neighboring waters of the Mediterranean.

It is alleged that they are seeking an American yacht, the Fleur de Lis, a warship which it is supposed the United States has purchased from Italy, and also ships carrying sulphur to America. Some of the latter have been warned and changed their course, while it is reported that the Fleur de Lis has put into Lisbon for safety.

The sudden departure of the British cruiser Charybdis yesterday, caused the greatest excitement. It was supposed an encounter was imminent and that she intended to maintain neutrality in these waters.

A special land guard was mounted and preparations made to train the guns. The Charybdis fired a single shot to warn possible trespassers.

To-night the Destructor stopped several merchantmen south of Europa Point. An American merchantman is expected to try to take refuge here some time before daylight.

tain Sampson regarding the bombardment of Matanzas was received up to a late hour.

FIRST BIG NEWS

Expected from the Philippines, Where Admiral Dewey is Expected to Engage the Enemy.

WASHINGTON, D. C., April 28.—Naval circles look to the Philippines for the first big war news. Admiral Dewey, naval officers say, either must take a port in the Philippines and make it a base of supplies and a temporary home for his ships, or head his fleet straight across the Pacific for San Francisco.

It is expected that the other European powers holding possessions on the Chinese coast will adopt Great Britain's rules as to the conditions under which the ships of belligerent powers may shelter in their ports. No matter how well inclined toward the United States, China undoubtedly will be obliged, under European pressure, to join in the same practice. Thus Admiral Dewey will find that having secured one supply of coal at a port belonging to one of these powers that port will be practically closed to his ships, for they would not be permitted to enter them again for the same purpose within three months, a space of time that would more than consume the amount of coal that can be carried on ship-board.

This state of affairs strongly accentuates the unwise policy that has prevailed in the past of failing to secure coaling stations in remote parts of the world, like Asia. Admiral Dewey because of this policy, is under the necessity now of capturing a port from the enemy in which he may stay as long as he pleases and his position consequently is much more perilous than that of the Cuban blockading squadron.

The Admiral is believed to have sailed at 2 o'clock yesterday from Mirs Bay, China, for the Philippines. Assuming that his squadron is traveling at the prescribed speed of ten knots, it is calculated at the navy department that he should occupy about sixty hours in the passage to Manila, which will bring him off that port early Saturday morning. It is probable that if the Spanish fleet can be driven into any harbor under the protection of the batteries, Admiral Dewey will detach some of his ships to blockade the port to keep them there while using another part of his small force to seize and occupy with native assistance, some unfortified port as a base.

THE WAR LOAN.

Secretary Gage Says New York Financiers Will Aid the Government—Profit to be Put Aside for Patriotism.

WASHINGTON, D. C., April 28.—Secretary Gage returned this morning from New York, where he had a conference yesterday, with prominent bankers in regard to the proposed bond issue for raising a war fund.

In speaking to-day of the conference the secretary said the principal purpose of his visit to New York was to obtain from representative financiers and capitalists their views on the proposed bond issue. He had no definite proposition to make and none was expected from the bankers. The result of the conference, however, was eminently satisfactory. All seemed disposed to do anything and everything possible to give any needed financial support to the government in the present emergency. Although there would be no financial inducement for capitalists to invest in 3 per cent bonds when the time loans were bringing 6 per cent and even more, the question of profit would be put to one side and whatever assistance the government needed would be forthcoming. All favored the popular loan idea, and thought that the people should be given an opportunity to invest in the issue.

PORTO RICAN SITUATION.

Four Spanish Gunboats Being Painted, War Colors—Martial Law Proclaimed. A Rite of Public Penitence.

(Copyright, 1898, by the Associated Press.) ST. THOMAS, West Indies, April 28.

—Porto Rican advices received here to-day, say that four Spanish gunboats are at San Juan de Porto Rico. They are being painted black or possibly dark gray.

Martial law has been proclaimed in Porto Rico and it is being enforced in a tyrannical manner. Crowds of people are leaving for the interior and the capital is almost deserted by the civilian population.

The military authorities are most actively engaged in preparing for the defense of the island. Thirty-four torpedoes have been planted in the main channel. The air is controlled from Morro Castle. In addition, an old steamship has been sunk across the harbor entrance, the buoys in the channel have been altered, and, from Monday last,

after the news of the blockade of Havana reached there, accompanied by a report that Cuban capital had been bombarded, all the lights were ordered to be extinguished at night.

The French residents, when these advices left San Juan, were seeking refuge on board the French cruiser Admiral Rigault de Genouilly.

An American sugar estate, it is announced, was plundered after the receipt of the news of the declaration of war between Spain and the United States. The British consul at San Juan who has charge of American interests, has cabled to his government requesting that a British warship be sent to that port.

Danger is apprehended from the incompetent and youthful volunteers of Porto Rico. They are armed with Mauser rifles and are displaying considerable war enthusiasm.

Arocello Bay, on the west coast of the island, has been planted with torpedoes from the signal station to a point about one mile west of it. There are many Spanish volunteers here and on their way to Porto Rico.

Spanish steamers landed at Mayaguez, seventy miles from San Juan, on Wednesday, a quantity of arms and ammunition, and there was a similar landing of supplies at San Juan on Thursday.

Besides this, about 5,000 tons of provisions were landed at San Juan on Sunday last.

The warehouses of Porto Rico are reported to be full of provisions and the Spanish authorities say they can stand a siege of two months.

All the coast lights have now been ordered to be extinguished.

No United States war ships are known to be in the vicinity of Porto Rico.

PORTUGAL'S ORDERS

As to Movements of Fleet was not Interpreted Correctly.

LISBON, April 28.—It appears upon investigation that the announcement made by the Official Gazette to-day stopping the dispatch of telegraphic information regarding the movement of warships only applies to continental ports, the Azores and Madeira, and apparently the Cape Verde Islands are exempt.

TERRIFIC EXPLOSION

Of a New Jersey Powder Plant—Six Men Killed and Four Seriously Injured—Ammunition for the Government Gave Up in Smoke.

EASTON, Pa., April 28.—The town of Dover, in Morris county, N. J., and the country within a radius of twenty miles was startled this afternoon by a series of terrific explosions, the first of which occurred at 2:10 o'clock. The explosions occurred in the Atlantic Powder Company's works, and the plant is now a mass of ruins.

Six workmen were killed, Alfred Rieck, William Stumpf, Casper Ray, David Secher, William Haycock and Elias Abers, all married and leaving families, and four others were seriously injured, some probably fatally. Their remains have not yet been removed.

The works were situated in an isolated spot seven miles out in a rough country from Dover. There were ten buildings in the group and all have been destroyed, caused, it is thought, by a spark from the pipe of a careless smoker. The concussion set off the explosives in other packing houses nearby. Debris and burning timbers of the wrecked buildings were carried high into the air and fell in a shower over the remaining buildings, setting fire to the main factory and the other five packing houses and the two shell houses. In a brief time the explosives in these buildings were set off and left death and destruction in their wake.

The works have been running night and day turning out orders for the United States government and a large amount of ammunition ready for shipment was stored in the packing houses. This, with all other explosives was completely destroyed. The scene presented at the place was terrible. People who felt the shocks and saw the flames of the burning structures flocked to the place for miles around, but could render no aid to the injured. People were terrified and held back in constant fear of other explosions.

A few men who were in the building managed to escape and they ran about the country bewildered. They could give no intelligent account of the cause of the explosion. When the wives and relatives of the employees of the factory approached the burning buildings the scene was heartrending.

It was near 5 o'clock before the ruins had cooled off sufficiently to be approached and before the onlookers could be induced to go near the spot.

The bodies of the dead were horribly mangled. The head was missing from some while here and there lay legless and armless trunks. Many of the injured were cut and maimed so badly that some of them cannot recover. The loss cannot be learned at this writing.

Weather Forecast for To-day.

For West Virginia, Western Pennsylvania and Ohio, cloudy weather and showers; warmer; light southerly winds.

EXTRA.

5:10 A. M.

THE REAL THING.

It Appears That in Spite of Official Doubts Matanzas was Shelled, and the Earthworks Destroyed.

(Copyright, 1898, by the Associated Press.) ON THE FLAGSHIP OFF HAVANA, April 28, 10 a. m., via Key West, April 28.—The bombardment of the Matanzas batteries is now a matter of history. The flagship has returned to her station off El Morro.

Already briefly stated in these dispatches, the bombardment accomplished its purpose, and that without any loss of life on the American side. It is believed the Spaniards must have sustained some loss of life in addition to having their nearly completed earthworks and fortifications torn up by the explosion of shells. The capture of the city was not at all contemplated, the object being to stop the erection of the batteries.

This engagement, the first in which the United States has participated for about thirty years, occurred quite unexpectedly. The New York was lying about twenty miles east of Havana yesterday morning when Rear Admiral Sampson decided to steam to Matanzas. At the entrance to the harbor the monitor Puritan and the cruiser Cincinnati met the flagship.

A stiff wind was blowing and the waves poured over the low bow and stern of the monitor. At slow speed the flagship proceeded toward the harbor, the Puritan following half a mile astern and the Cincinnati about two miles to the westward. Rear Admiral Sampson and Captain Chadwick stood on the high bridge, carefully surveying the forts which had the temerity to fire on the United States torpedo boat Frodo. When about three miles from Punta Gordo the extreme point of the eastern arm of the harbor, a long yellow streak was seen on shore. It looked like a newly erected earthwork. Closer inspection revealed a number of men clustered around the shore. Still the New York steamed slowly ahead until it was ascertained without any doubt that the Spanish troops were busy in erecting what seemed to be a sand battery and had already gotten several guns into position.

Rear Admiral Sampson decided that this was detrimental to a pacific blockade. "General quarters" was sounded. The men rushed to their guns. When the New York was about 4,000 yards from Punta Gordo her helm was put to starboard and "commence firing" the bugler blew. "Naval Cadet Boats" in charge of "walst," the 8-inch gun amidships on the port side, had the honor of firing the first shot. The flagship shook from stem to stern as the first projectile aimed by the United States at the shore of Cuba flew from the muzzle of the big gun. This was at 12:56 p. m.

Fifty pairs of glasses were leveled from the flagship at the shot. It seemed minutes before the yellow smoke cleared away, but in reality it was less than five seconds. Then a little cloud of dust was seen to rise at the right of the earthwork. For the first attempt at 4,000 yards it was by no means a bad shot. Without the aid of glasses the objective point could be clearly defined. With a deafening roar the 8-inch gun in the forward turret let fly its iron missile. It landed high. The after turret came next with the same sized projectile. A shout of delight went up from the flagship as a dense cloud rose slowly from the very center of the earthworks, showing how true had been the aim.

Then from the entire port side a fearful fusillade was poured on the shore, the four turret guns firing almost simultaneously, and the 4-inch guns adding their small hail. When the smoke blew away Punta Gordo was dotted with dark clouds that looked like miniature geysers springing suddenly from the earth. Each showed where a shot had struck.

At this stage the guns in the Quintas da Recreo battery were observed to be firing on the flagship. This fort is on the eastward arm of the harbor, 7,000 yards from where the flagship was lying. It was provided with four 8-inch guns. The flagship fired was at once directed upon it. Up to this period the New York had been in the firing alone. Captain Harrington on the Puritan and Captain Chester on the Cincinnati had drawn up and were vigorously signaling for permission to fire. When this was reported to Rear Admiral Sampson he said: "All right; tell them to go ahead."

So while the New York was commencing fire on Quintas da Recreo, the Puritan took a position to the eastward and opened on the same point. The Cincinnati went to the westward and pounded a rapid fire broadside into the earthworks on Punta Gordo. Occasionally shots from Quintas da Recreo could be seen coming in the direction of the New York. All fell very short and at no time threatened the ship. Only about ten shots are believed to have been fired from this battery. It is possible that its guns may have been disabled, as two 8-inch shells were distinctly seen to land squarely in the fort. Its distance from the ship was so great and the smoke which the wind took in its direction so thick that it was hard to judge the effect of the fire and still harder to get good aim. For about five minutes Quintas da Recreo got the full benefit of the port broadsides of the New York and Puritan. What its ultimate fate would have been is hard to tell had not attention been diverted from it by a shell from Punta Gordo that whizzed over the New York and fell a little short of the Cincinnati.

Leaving Quintas da Recreo to the tender mercies of the Puritan, which was still merrily banging away, Captain Chadwick put his helm to starboard until the port battery once more bore on the Punta Gordo earthworks. Another shell came from shore, whizzing along over the flagship. "Too high, but a better shot than I thought they could make," said an officer. Then the Cincinnati and the New York poured shot into the yellow earthworks and the surrounding land until the smoke hid everything from view. What became of the soldiers seen on Punta Gordo is not known. Some declared they saw them running to the brow of the hill, where the field battery was thought to be stationed. But this, as well as the estimate of the enemy's number, which ranged from 400 to 4,000, was purely supposition, distance and smoke preventing accurate knowledge.

CAPE VERDE FLEET

Of Spain, it is Expected Will Sail to-day. Paymasters Settling.

ST. VINCENT, Cape Verde Islands, April 28, 3:08 p. m.—Although the Spanish squadron is still at anchor here, it is believed the warships will probably sail to-morrow as the paymasters have been settling up accounts to-day.